2: Thompson E-5 (1933-1934)1940 OQ6 Lau OQ6
Kambara

396
313
483

The ends of the trunk are carefully examined, and if either shows any sign of decay it is gashed for removal.

396

Sailing canoes to be used outside the reef usually measure from 8 to 12 meters long. Following a vine marker held taut at the base and head ends of the trunk, a man cuts two longitudinal lines in the bark with an adz to mark the opening of the hull. A series of short parallel lines a foot apart are cut at right angles to and joining the two longitudinal lines. The bark of the series of small triangles thus formed is removed and the trunk is leveled between the two edges of the hull. Leafy saplings are thrust into the ground near the log to shade the workers from the sun. A steamed feast is served at noon.

396
483
[401]

The hull is roughly shaped and hollowed in the forest. The upper part of the trunk forms the stern, which is truncated with shield-shaped butt. The base forms the head or bow, which is deep and pointed. When it has been lightened sufficiently it is hauled on rollers to the beach, a very difficult process which I witnessed on Kambara. A pathway through the bush is cleared by burning the brush. Rollers of *sielavu* or other wood are spaced about 6 meters apart along the path for a distance of about 20 meters. One end of a heavy vine (*kandrangi*), about 7 meters long, is knotted to the center of a beam of *mauamaua (Homalanthus nutans)* or other wood which is inserted lengthwise into the stern end of the hull. Sticks of *tapo* are fitted and beaten in athwart the hull above the beam to hold it in place. The stern is wrapped with beaten *walaki (Flagellaria gigantea)* vines. Grasping the *kandrangi* vine, the men haul the hull over the rollers. They place it on the last two and rest while the other rollers are carried forward along the path and the hauling is resumed. When they reach the beach the hull is floated to the village, where it is finished. The hull is placed on two rollers and a temporary shelter (*yalavolau*) (p. 173) is built over it.

[824]

396
284

When the hull is finished, the washstrakes (*sai*) are added. They are lashed to the hull with sennit drawn through a series of holes (*nggara ni vakovako*), drilled along the upper edge of the hull and the lower edges of the washstrakes. The process is called *mbau vau*. A long narrow strip (*kapikapi*) of greenheart, *mbau*, or *vaivai* is inserted between the hull and the washstrake. Under the *kapikapi* is pushed a calking of tapa, coconut fiber, canvas, or cloth. The *kapikapi* is held in place while the lashing proceeds. Starting inside the hull, a piece of sennit is threaded two or three times, out through one hole in the hull and in again through the corresponding hole in the washstrake. It is then looped through the lashing and the process is repeated two or three times depending on the size of the canoe and on the sennit. The original end of the sennit is held fast by the lashing against the hull wall. The sennit is pulled tight and carried to the next pair of holes,

2: Thompson E-5 (1933-1934)1940 OQ6 Lau OQ6
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396 which are lashed in the same way. Before proceeding to the third pair of holes the sennit is looped backward and knotted through the sennit carried 284 from the first hole. The holes are calked with coconut fiber plugged in with a wooden wedge and hammer.

[401]

Head- and stern-boards (*mua levu* and *mua lailai*) are hewn from solid 396 *mbau vuntchi*. They are fitted over the entire fore-and-aft parts of the hull and are lashed to it in the same way as the washstrakes. The head-board of large canoes is decorated with simple ornamental carving (fig. 6, *a*, *b*).

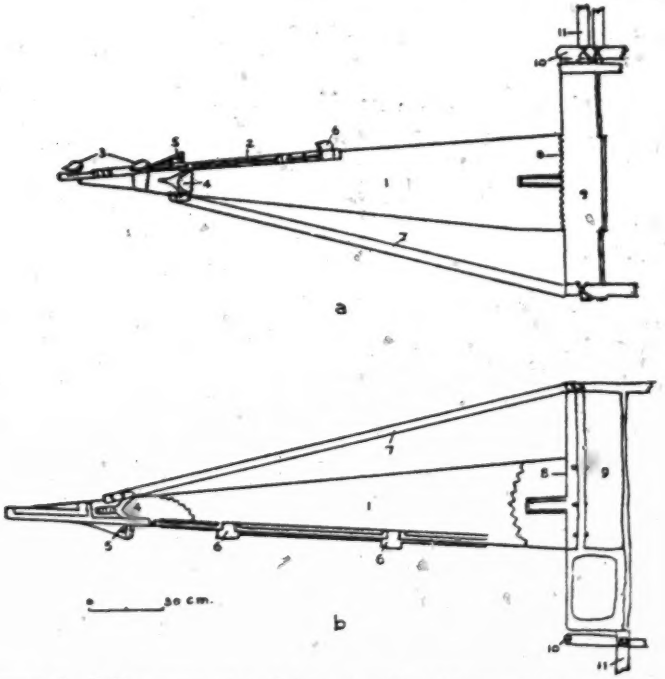

FIGURE 6.—Sailing canoe, plan of bow. **a**, with outrigger attached to starboard; **b**, with outrigger attached to port: 1, head-board; 2, ornamental carving; 3, cowry shells; 4, yard socket; 5, stay hole; 6, guard projections covering horizontal leads; 7, diagonal strut connecting head of hull with lee corner of deck platform; 8, breakwater; 9, deck; 10, stringer; 11, outrigger boom.

Outrigger attachment. The weight, size, and attachment of the float (*thama*) is of utmost importance, for the chief problem in rough weather sailing is to maintain the balance and prevent the float from sinking. The outrigger is attached to the port side of the canoe except in canoes built by